

MONTANA AERONAUTICS COMMISSION



Volume 19 No. 3

March, 1968

NINETEEN FLIGHT INSTRUCTORS ATTENDING SIXTH FIRC

The Sixth Montana Flight Instructors Refresher Course is presently "underway" in Great Falls (March 4 through 8).

Nineteen qualified Montana flight instructors are attending the concentrated course of instruction on procedures and methods of flight instruction. The Course is sponsored by the Aeronautics Commission with the assistance of the Federal Aviation Administration; U. S. Department of Commerce, ESSA-Weather Bureau and the Montana Aviation Trades Association.

Trainees selected for the 1968 FIRC:

Robert S. Boles	Hardin
Don Cazier	Townsend
Russell D. Cebulski	Malta
Wayne H. Clay	Lewistown
Dennis Elgen	Culbertson
Kenneth G. Enghusen	Conrad
Mark W. Fairless	Great Falls
Robert W. Ferguson	Hamilton
Earl F. Franck	Libby
Kemper W. Hall	Great Falls
R. Tim Hayes	Helena

Walter E. Huffman	Big Timber
Parke Mitchell	Billings
James Andre Morris	Twin Bridges
Roger A. Nelson	Glasgow
Ronald S. Radabah	Kalispell
Mary Stevenson	Missoula
Jeron Taylor	Billings
Don Van Manen	Kalispell

The Ground School is held throughout the morning in the facilities of the O'Haire Manor and the afternoon sessions are held in the classrooms of Holman Aviation.

Ground School Instructors are:

FAA ACADEMY TEAM Oklahoma City, Oklahoma

John Hoover, Bruce Romick and Spence Houghton.

MONTANA FAA PERSONNEL

Bernard J. Majerus, O. K. Hagblom, Lee C. Ward, Sam Tyree of Great Falls. Lee C. Mills, Arthur A. Kurth, C. R. Taylor and Lauren Basham of Helena. Fritz Lueneburg and J. R. Crouse of Billings.

ESSA-WEATHER BUREAU

Warren Harding, Rd. M. Rauch, Harold Ward, John Hamilton, Arthur Jacobson of Great Falls and Richard Dightman of Helena.

The Flight Portion is conducted on International Airport. Flight Advisors are Art Kurth and Fritz Lueneburg.

The five Flight Line Tutors are FAA appointed Flight Examiners and graduates of a previous Montana FIRC:

FLIGHT-LINE TUTORS

Jack Hughes	Missoula
Bob Simpson	Great Falls
Walt Hensley	Havre
Richard Hickox	Missoula
Thomas Westall	Dillon

Montana Aeronautics Staff: Jack Wilson, Course Manager; Joyce McCutcheon, Course Secretary; and Jerry Burrows, Course Technician.

COMMUTE AIR RECEIVES AIR CARRIER CERTIFICATE

Commute-Air, Inc. has been issued the Certificate of Public Convenience and Necessity to engage in commercial air transportation within the State of Montana.

The initial decision issued by Hearing Examiner Henry Loble recommending that the Certificate be issued, became final on February 10, 1968.

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698
Helena, Montana

Tim Babcock, Governor
Charles A. Lynch, Director

Jack R. Hughes, Chairman
E. B. (Ted) Cogswell,
Vice Chairman
Clarence R. Anthony, Secretary
Carl (Bill) Bell, Member
Gordon R. Hickman, Member
Walter Hope, Member
Robert H. Howe, Member



STATE DIRECTORS RECEIVE NATA RECOGNITION

The pictured plaque was recently presented to Mr. Charles A. Lynch, Director of Montana Aeronautics Commission. A number of Directors received a similar plaque from the National Aviation Trades Association in recognition of their support and service to the Association.



The plaque is inscribed as follows:
"Be it known by those present that Charles A. Lynch, Industrial Director-Airports, 1966-1967 is presented this special award in recognition of his longstanding interest in and contributions to the advancement of the purposes and objectives of the National Aviation Trades Association."

Spring is around the corner — Summer will soon be here! To avoid conflict in aviation activities and "double ups" in events, publicize the dates and tentative dates of your coming Fly-Ins, Dedications, Meetings, Air Shows and Get-togethers **early!** Submit them to "Montana and the Sky" for insertion in the calendar as soon as possible!

RON ADAMS NEW C. A. P. COMMANDER



Charles R. "Ron" Adams has assumed the appointment of Montana Wing Commander of the Civil Air Patrol with the rank of Lt. Colonel. The Montana Wing is presently comprised of 19 squadrons and 2 groups (minimum 3 squadrons each) and has a total of 246 Cadets and 177 senior members.

The many similarities between the requirements and the duties of Ron's present position as Aviation Education Supervisor for the Montana Aeronautics Commission and the Department of Public Instruction, will undoubtedly enhance the accomplishment of his newly acquired post of Wing Commander.

Ron's background and qualifications have made him the logical choice for this appointment.

Ron holds the rank of Captain in the National Guard. He is Unit Maintenance Officer of the Troop (N) Air, and is a rated Instructor Pilot Fixed Wing and holds a helicopter rating.

Ron has had 3½ years of classroom experience as a teacher of Junior High students in addition to teaching aviation education classes in the High School. He has had two years of administration experience in his present position and is in constant contact with educational officials and teaching staffs.

Lt. Col. Adams states "We plan to place primary emphasis upon the aviation and the aerospace education programs for the CAP cadets."

Ron replaced Col. (Dr.) Jack Harper of Helena who has accepted the chairmanship of the National Medical Board of the CAP. The National Medical Board consists of medical officers from each region of the United States.

Blind people with guide dogs are the only people allowed to bring their dogs into the passenger cabins of aircraft.

1968 MPA CONVENTION

Where: Cut Bank, Montana.

When: May 3, 4 and 5.

All Montana Pilots Association members should make their plans to attend the annual convention! The schedule is an excellent combination of good sessions, well planned events, much fun and to highlight the three days is the featured speaker, Max Conrad.

FRIDAY NIGHT: Costume Party and the theme is "Oil Well."

SATURDAY: Business Meetings and Election of Officers.

SATURDAY NIGHT: The Max Conrad Banquet and Dance.

SUNDAY: Fly-Away Breakfast.

Registration Fees are: \$25.00 per couple—\$15.00 Single. Persons attending banquet only, pay \$7.50. The Convention Committee requests a \$10.00 pre-registration fee per couple, and \$5.00 pre-reservation for single.

Submit your Pre-Registration and accommodation reservation requests to Arthur Stubkjaer—c/o Glacier Hotel and Motel at 15 - 1st Avenue S.W., Cut Bank. Reservations will be made for you at this time if requested.

NOTE: Pre-Registration / Reservation form on page 12.

FEDERAL AVIATION ADMINISTRATION INTINERARY LISTING



Airport	March	April	May
Culbertson		3	
Glasgow	 13		8
Glendive	 28		23
Great Falls	 7	4	9
Lewistown		17	
Miles City		24	
Missoula	 21	25	23
Sidney	 27		22

NOTE: Provisions have been made to give private, commercial and flight instructor and instrument written examinations, **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman
Butte
Cut Bank
Dillon

Lewistown
Livingston
Miles City
Missoula

Great Falls

45 PARTICIPATE ON FIRST AERIAL RADIOLOGICAL MONITORING COURSE

The Radiological Monitoring Course held in Bozeman February 6, 7 and 8, was the first in the nation to incorporate actual flying experience and was the first to be held with Federal and State coordination.

Glenn Black, radiological defense coordinator for the Department of Continuing Education at Montana State University set up and conducted the 3 day instructional course.

Mr. Black was assisted in coordination and the presenting of various portions of the course by: Region 8 Civil Defense officials from Everett, Washington, Mr. James Keel and Herb McElvaine and from Montana Civil Defense, Frank Welliver, Lt. Col. Robert Dardis and Leonard Bock; Montana National Guard, Col. James F. Barfnecht, Helena; Montana Aeronautics Commission, Jack Wilson and Jim Monger; and Ray Sperry and George Converse of the Office of Continuing Education, Bozeman.

They commenced with the radiological monitoring course that has been taught to scores of volunteers in recent years followed by the instruction of doing the same job in an airplane.

Participants learned the use of aerial survey meters which cover a much larger range of radioactivity and dosimeters which sum up the amount of personal exposure. Through the use of instruments operated from the back seat of the aircraft radioactive fallout was simulated.

Making 50 mile trips from Belgrade, flown over the various routes and with different problems, the pilots were kept busy whether flying the aircraft, monitoring or observing. The flights were made at approximately 500 feet, however when the readings showed dangerous radioactivity levels, it indicated they should move up or out. Gaining altitude from 500 feet to 1000 feet will cut radiation exposure by three times.

Montana participants on the course were representatives from the following: **Montana State University**, Glenn Black, Radiological Defense Coordinator; Ray Sperry and George Converse of Bozeman. **State Civil**



Group of course participants during a classroom training session with the CDV-700 Beta-Gamma survey meters.

Defense, Lt. Col. Robert Dardis, Leonard Bock and Frank Welliver of Helena. **Montana Aeronautics Commission**, Jack Wilson, James H. Monger and Gerald Burrows. **State Highway Department**, Melvin Lindgren of Helena. **National Guard**, James F. Barfnecht, Helena and Donald P. Monforton, Helena. **Montana's 14 Search and Rescue Districts**, John R. Archibald, Kalispell; Charles C. Bowman, Bozeman; Cecil Gordon Bryan, Missoula; Hollis Emmett Coon, Butte; Patricia Ecton, Manhattan; Zales N. Ecton, Manhattan; Floyd James Higgins, Miles City; Willis Johns, Butte; Carl L. Johnson, Cut Bank; John F. Lynch, Billings; Gary J. Martin, Malta; Joe John Matulka, Chinook; Marshall O. Moy, Missoula; Edgar George Obie, Chinook; Leonard Froefrock, Cut Bank; Edgar Ribi, Hamilton; Karin Ribi, Hamilton; Lewis M. Rudolph, Butte; Chet Sammons, Cut Bank; Herb Sammons, Cut Bank; Gordon Sands, Havre; Lowell Anthony Smith, Malta; Frank Stoltz, Miles City; George Tillitt, Forsyth; Lloyd Travis, FAA, Bozeman; Raymond Vogel, Kremlin; G. F. Widmer, Bozeman; Daniel Wiederrick, Regina; Arthur Witney, Big Fork; Bert Williams, FAA, Butte.

No one "flunked out" of the course and even with night sessions which were followed by homework—all participants reported the course interesting and a worthwhile informative experience.



Gordon Sands, Jack Wilson, Ed Obie, and Instructor Black using the survey meter on the aircraft.



Radiological Course participants Leonard Boch, Civil Defense, Helena; Patricia Ecton, Manhattan; and Jack McCluskey, CD Coordinator for the Montana Highway Department during an exercise.

CUSTOMS GUIDE FOR PRIVATE FLYERS

Reprinted from the "CUSTOMS GUIDE FOR PRIVATE FLYERS," 1967 Second Edition, Bureau of Customs, Washington, D. C.

SCOPE AND DEFINITIONS

1. The information in this leaflet "Customs Guide for Private Flyers" applies to private aircraft of both United States and foreign registry.

2. The term "private aircraft" means an aircraft engaged in a personal or business flight to or from the United States which is not carrying passengers or cargo for hire.

3. The term "international airport" means any airport designated by the Secretary of the Treasury or the Commissioner of Customs as a port of entry for aircraft arriving in the United States from any place outside thereof and for cargo carried on such aircraft. (NOTE: Frequently the word "international" is included in the name of an airport for other than customs purposes, in which case it has no special customs meaning. This leaflet contains a list of all "international airports of entry" that have been officially designated to date.)

4. The term "landing rights" means permission to land at a specified airport which is granted by the appropriate customs officer with the concurrence of the appropriate officers of the Immigration and Naturalization Service, the Public Health Service, and the Department of Agriculture. Such landing rights are required before an aircraft may land at an airport which has not been designated as an international airport.

INWARD FLIGHTS

To International Airports

It is unnecessary for aircraft arriving at these airports to request "landing rights" from Customs. However, an advance notice of the estimated time of arrival is required to be transmitted to U. S. Customs for each flight. In general, 1 hour advance notice is sufficient, although you will note in the "Special Arrangements of Restrictions" column that a longer time is required at certain airports. Aircraft operators must bear in mind that this advance notice is predicted on the time that the customs officer receives the notification,

and not on the time that the flight plan or message is filed.

Except in the case of "Short Flights" (which are referred to hereafter), requests to transmit such notices may be included in flight plans to be filed at certain airports in Canada and Mexico under agreements with those countries. Information concerning the availability of this service at United States airports has been included in the column titled "F.A.A. Flight Plan Notification Available."

At those airports where the flight plan notification service is not available, notices of arrival must be transmitted **directly** to U. S. Customs.

To "Landing Rights" Airports

In addition to advance notice of arrival as described under "International Airports," specific permission to land at "Landing Rights" airports must be obtained in advance of contemplated use. Except in the case of "Short Flights" (which are referred to hereafter) advance notice of arrival may be transmitted to Customs in flight plans where flight notification service is rendered, and such notices will be treated as applications for permission to land. If the notification service is not available, flyers must submit applications for landing rights and send arrival notices **directly** to U. S. Customs. Regardless of the method of notification used, all such arrival notices will serve as automatic approval to land in the absence of information or instructions to the contrary.

Customs officers may in their discretion grant blanket permission to persons to land at certain airports for a specified period of time, in which cases advance notices of arrival will be the only requirement.

What to Report

Except at airports where the flight plan notification service is rendered, applications for landing rights and arrival notices shall specify: Type of Aircraft; Registration Marks; Name of Commander; Place of Last Departure; Airport of Arrival and Code Designation; Number of Alien Passengers; Number of Citizen Passengers; Estimated Time of Arrival.

Short Flights

If flying time from the foreign airport to the United States airport is less than 1 hour, the flyer should send application for landing rights,

when required, and arrival notice **directly** to the U. S. Customs officer prior to departure, as the F. A. A. cannot guarantee delivery of a message (under the flight plan notification arrangement) in sufficient time for an inspector to reach the airport prior to arrival of the aircraft.

CHARGES FOR INSPECTION

International Airports

No charge for inspection at international airports is made during regular hours of business (usually 8 a.m. to 5 p.m.) on weekdays other than national holidays.

Landing Rights Airports

Existing regulations provide that when landing rights are granted, the additional expenses, if any, incurred in inspecting aircraft shall be paid by the aircraft owner or operator. Such expenses comprise transportation and subsistence. If the airport is within the limits of a designated customs port of entry (for vessels, vehicles, and merchandise), transportation expenses will not be charged.

CHARGES FOR OVERTIME

Applicable to All Airports

Overtime charges are generally payable for night inspections (usually 5 p.m. to 8 a.m.) on weekdays and at any time on Sundays and national holidays. If no overtime bond is on file at the port of entry, cash deposit in lieu of bond must be made to the U. S. officer covering night, Sunday, or holiday service at the time service is rendered.

Exceptions:

1. At some Canadian and Mexican border ports, the Customs Service or the Immigration and Naturalization Service may be able to assign an inspector from a regular tour of duty to make inspections of private aircraft for both Services at night on weekdays (excluding national holidays) without charge for overtime service, and to make inspections of short duration on Sundays and holidays at a reduced rate.

2. At certain airports where personnel are assigned regularly for commercial traffic, no charge will be made for night inspections (excluding Sundays and national holidays) of private aircraft, unless additional inspectors are required for that purpose.

To avoid misunderstanding, it is advisable before departure to consult

the customs officer in charge at the intended airport of return in the United States about overtime and other charges. The hours of free service listed herein are subject to change.

EXAMINATION ON ARRIVAL

Upon arrival in the United States, the operator and passengers will be examined in the same manner as any international traveler. They must declare any articles acquired abroad. If carrying passengers for hire, or merchandise, a general declaration must be filed. Customs officers will furnish forms for both types of declaration.

PLANT AND ANIMAL QUARANTINES

The importation of plants, plant products, meats and meat and animal products is regulated by the Department of Agriculture to prevent the introduction of plant and animal pests and diseases. Agricultural items should not be brought to the United States in lunches or otherwise unless you are informed in advance by plant quarantine or customs officers that such items are admissible.

PENALTIES FOR VIOLATIONS

Since the law provides for substantial penalties for violations of the customs regulations, aircraft operators should make every effort to comply with them. If a penalty is incurred, application may be to the Federal officer in charge for a re-

duction in amount or cancellation, giving the grounds upon which relief is believed to be justified.

IN CASE OF EMERGENCY

If an emergency landing is made in the United States, the operator should report as promptly as possible to the nearest Customs, Immigration, and Public Health officers. He should not permit any merchandise or baggage to be removed from the aircraft, or any passenger or crew to depart the place of arrival or commingle with the public without official permission, unless it is necessary for preservation of life, health, or property.

AIRSPACE RETURNS

Private aircraft returning from airspace of contiguous country without having landed due to weather or for other reasons may return to the United States and land without giving advance notice of arrival. The operator must, however, report his landing to Customs promptly.

REPAIRS TO AIRCRAFT

Repairs made abroad, if incidental to use abroad, must be reported to Customs but are not subject to duty. Repairs not incidental to use abroad, and alterations and additions made abroad shall be assessed with duty upon their value at the rate at which the aircraft itself would be dutiable if imported. Accessories acquired abroad are dutiable as if separately imported.

OUTWARD FLIGHTS

Advance Notice of Arrival In Canada and Mexico

Many countries, including Canada and Mexico, require advance notice of the intent of pilots to arrive in those countries.

Under agreements between the United States and Canada and Mexico, operators of private planes may, in most cases, include this advance notice in a flight plan to be filed prior to departure from the United States with the nearest F. A. A. communications station. That station will then cause the message to be transmitted to the proper authorities in the country of destination without further responsibility on the part of the pilot or operator.

Contact the nearest F. A. A. communications station regarding this procedure.

Private aircraft departing the United States carrying cargo or passengers for hire must file an outward general declaration with Customs prior to departure in accordance with the Air Commerce Regulations, Part 6, Customs Regulations.

Ask for Information!!!!

If in doubt as to the proper procedure to follow, DON'T GUESS, ASK YOUR LOCAL CUSTOMS OFFICERS. Also, inquire as to changes in the lists of airports, hours of service, etc., that may have occurred subsequent to publication of this pamphlet.

INTERNATIONAL AIRPORTS

Location	Name of Airport	Hours of Free Service	F.A.A. Flight Plan Notification Available	Special Arrangements or Restrictions
Montana	Cut Bank	Cut Bank Airport	8:00 a.m. to 5:00 p.m. Monday thru Saturday	Yes
Great Falls	Great Falls International	8:00 a.m. to 6:00 p.m. Monday thru Saturday	Yes	
Havre	Havre City-County Airport	9:00 a.m. to 5:00 p.m. Monday thru Saturday	Yes	
Glasgow	Glasgow International Airport	8:00 a.m. to 5:00 p.m. Monday thru Saturday	Yes	
Morgan	Morgan Airstrip	Sept. 16 - May 31 9:00 a.m. to 6:00 p.m. Monday thru Saturday June 1 - Sept. 15 8:00 a.m. to 9:00 p.m. Monday thru Saturday	No	
Scobey	Scobey Port Airstrip	Oct 1 - May 14 9:00 a.m. to 6:00 p.m. Monday thru Saturday May 15 - Sept. 30 8:00 a.m. to 9:00 p.m. Monday thru Saturday		
Sweetgrass	Ross International Airport	Daylight Hours Only Monday thru Saturday	No	Port open 24 hours but airstrip does not have landing lights.

BOB SCARBOROUGH NEW MANAGER FOR LOGAN FIELD

J. Robert Scarborough, Assistant Manager for Logan Field for the past seven years, has been named airport manager effective April 1st. Bob will replace Robert Michael who resigns to accept the position of Airport Director of the County of Milwaukee, Wisconsin.



Logan Field new Manager,
Bob Scarborough.

Bob is a native of Billings and attended Billings public schools and completed management extension courses at Eastern Montana College. After serving in the United States Navy from 1944 to 1946, Bob was employed by the Northern Pacific Railroad until 1955 when he purchased and operated a local food market. Bob became Assistant Airport Manager in 1961.

Bob has served the City of Billings as a Councilman from 1949 to 1961 and was president of the Council from 1957 to 1959.

He is an active member of a number of National and State aviation organizations including American Association of Airport Executives, International Northwest Aviation Council and Montana Airport Managers Association.

Bob, his wife, Leona and son William reside at 837 Clark Avenue in Billings. The Scarborough's other son, James, lives in Ogden, Utah.

If you don't think that today's youngsters know the value of money, try to give one of your children a penny.



CALENDAR

March 3, Great Falls — Registration Day, Flight Instructors Refresher Course.

March 4-8, Great Falls — Flight Instructors Refresher Course.

March 13-14, Helena — Montana Aeronautics Commission's monthly meeting.

March 15, Washington, D. C. — National Aviation Trades Association Board Meeting.

April 2, 3 & 4, Washington, D. C. — National Association of State Aviation Officials Spring Conference.

April 19, Lewistown — Montana Airport Management Association's Annual Meeting—Headquarters, Yogo Inn.

April 22-25, between Managua, Nicaragua, C. A. and Panama City, Florida — 18th Angel Derby (All Women's International Air Race). The Race will offer \$2,500 in cash prizes and the 2402 st. mil. Angel Derby will take contenders to the southern-most point in the hemisphere from which a Race has ever begun.

Complete details; Rules and Entry Forms may be obtained from Mrs. E. O. Hatfield, General Chairman, 12820 Oelander Road, North Miami, Florida 33161.

April 23, Kansas City, Mo. — Conference of State Aviation Directors and the Federal Aviation Administration Officials of the FAA Central Region.

May 3, 4 & 5, Cut Bank — Montana Pilots Association's Annual Convention. Max Conrad featured speaker. (Make your reservations early!!)

May 11, Calgary, Alberta, Canada — International Northwest Aviation Council Board Meeting.

May 19-23, Philadelphia, Penn — American Association of Airport Executives Annual Convention.

June 10-28, Dillon — Western Montana College Aerospace Education Workshop.

June 11-July 3, Havre — Northern Montana College Aerospace Education Workshop.

June 17-July 3, Billings — Eastern Montana College Aerospace Education Workshop.



July 12-14, Sun Valley, Idaho — Tri-State Pilots Association Fly-In. Members of the Montana, Oregon and Washington Pilots Associations will hold their 1968 summer fly-in.

July 27-28, Revelstoke, B. C. Canada — International Championship Stock Plane Races sponsored by the Revelstoke Flying Club. Time Trials on Friday, July 26th. Elimination races Saturday on July 27th. International Championship 100 mile race on Sunday, July 28th. Accompanying air show — World's greatest spectator sport held in the world's most perfect natural amphitheatre in the Columbia Valley at Revelstoke. (Watch for further details on Canada's first Air Race.)

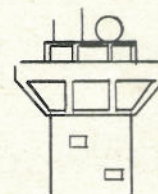
FRONTIER AIRLINE'S PASSENGER TRAFFIC INCREASES

Frontier Airline's passenger growth continues to increase. During January, 1968 passengers flew 58,047,000 revenue passenger miles over the carrier's 14-state system in the West. This compares to the 41,730,000 revenue passenger miles of one year ago.

173,826 passengers established the January passenger mile total. This was a 17% increase over the 148,267 passengers flying Frontier in January of last year.

Montana cities served by Frontier which showed an increase in passenger boardings during January are as follows: (Locations are shown with percentage differential compared to January 1967.)

City	1968	1967	Percent
Billings	3,219	2,752	+17
Glasgow	286	203	+41
Great Falls	1,714	1,024	+67
Havre	117	88	+33
Lewistown	216	153	+41
Wolf Point	171	90	+90



TOWER OPERATIONS

JANUARY, 1968

	Total Operations	Instrument Operations
Billings	10,184	1,673
Great Falls	7,183	1,427
Missoula	4,098	565
Helena	3,678	346

GADO 9 INSPECTORS AND PILOT EXAMINERS HOLD MEETING



GADO No. 9 Examiners Meeting (front tables): Tom Westall, Dillon; Dave Stradley, Belgrade; Bob Lohof, Great Falls; Al Newby, Belgrade; and Richard Hickox, Missoula. (Back tables): Mike Strand, Polson; Jack Hughes, Missoula; Walt Hensley, Havre; and Jeff Morrison, Helena. (Standing, far left): Inspectors Arthur Kurth and Larry Basham of GADO No. 9, Helena.

The FAA's designated Pilot Examiners from GADO No. 9 met in Helena on February 26th with Inspectors Arthur Kurth and Larry Basham. The meeting had 100% attendance with all nine of the District's examiner attending agenda:

1. The pilot examiner's role in the FAA flight program.
2. The new pilot application for airman certificate and/or rating, FAA Form 8410-2.
3. Temporary airman certificate, FAA Form 8060-4.
4. Notice of disapproval, FAA Form 666.
5. Completed airman files submitted to the GADO.
6. Flight testing procedures, new changes.
7. Suggestions and comments from examiners for improvement of the over-all program.

Flight test pricing was a major item discussed during the final period of the meeting and the examiners agreed to maintain a district-wise **uniform pricing fee** for all flight tests.

James Monger, Assistant Director for the Aeronautics Commission was guest speaker at the no-host luncheon held at the Airport Cafe. Jim presented each of the participants with the new booklet "Professionalism in the Commercial Flight School" written by Director, Charles Lynch and distributed by the Commission.

ATC HANDLING REPORTS REQUIREMENT ABOLISHED

The Federal Aviation Administration is eliminating the mandatory report requirement for pilots who receive an air traffic control priority in an emergency. The change was effective February 11, 1968.

The mandatory report requirement was inserted in the air traffic rules in 1947 to discourage pilots from declaring an emergency just to obtain preferential ATC handling. At the time, turbojet aircraft were being introduced into the ATC system and pilots of these aircraft often declared emergencies in order to obtain priorities.

The need for the requirement has lessened considerably over the year however, due to advancements in turbojet operational capability (especially fuel management), improved pilot familiarization and improved procedures for handling these aircraft. As a result, FAA now believes that priority handling reports should be required only when requested by the ATC facility involved.

The change affects Part 91 of the Federal Aviation Regulations ("General Operating and Flight Rules"). It is based on a Notice of Proposed Rule Making (Notice 67-37), issued last August.

FAA ADOPTS HIGHER WEATHER MINIMUMS FOR VFR FLIGHTS ABOVE 10,000 FEET

Increased visibility and cloud clearance requirements for visual flight rule (VFR) operations between 10,000 and 14,500 feet mean sea level (MSL) were announced by the Federal Aviation Administration in a move designed to give pilots utilizing this airspace more opportunity to "see and avoid" other air traffic.

Effective March 16, 1968, VFR operations at or above 10,000 feet MSL (or more than **1,200 feet above** ground level, if higher) will be prohibited unless pilots have five miles minimum visibility and can remain at least 1,000 feet vertically (over or under) and one mile horizontally from cloud formations.

These weather minimums already are in effect above 14,500 feet. However, VFR flying normally is not permitted in positive control airspace which is in effect from 18,000 to 60,000 feet over the northeast and north central United States and from 24,000 to 60,000 feet over virtually all of the rest of the country.

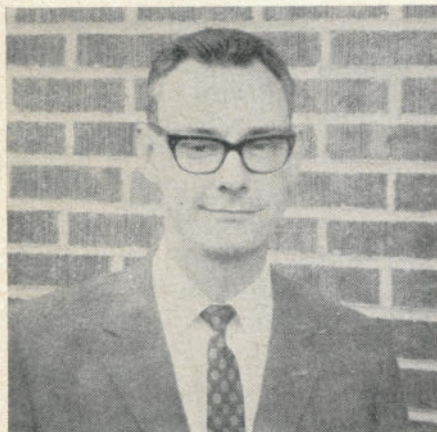
SCHEDULED AIR TAXI COMPANIES INCREASE 42% IN ONE YEAR

The increasing need for air taxis to link the large air traffic hubs with the nation's smaller communities resulted in 42 per cent growth in the number of scheduled companies last year — from 116 in 1966 to 165 in 1967 — according to a report released by the Federal Aviation Administration.

Known also as "Commuter Air Service Operators" and "Third Level Air Lines," the scheduled operators fly 685 aircraft comprising 200 single engine and 452 multi-engine piston aircraft, 24 turbine powered aircraft and 9 helicopters. Two of the turbines are pure jets used primarily for carrying the mail.

In addition to the scheduled operators, approximately 3,000 non-scheduled operators provide air service to virtually any airport an air traveler requests.

STEFFECK PRESIDENT OF REORGANIZED HELENA HANGAR



Helena Hangar new President,
Jim Steffeck.

Eighty-five pilots, wives and guests turned out for a re-organization of the Helena Hangar of the Montana Pilots Association on February 21st at the Nite Owl in Helena. The meeting was organized by Helen Dunlop, Past Secretary-Treasurer and presided over by March Hopkins, Acting President.

The no-host dinner was followed by a talk from the State President of the Pilots Association, Dr. James Payne. Dr. and Mrs. Payne and Mr. and Mrs. Tom Messelt of Great Falls braved freezing rain and drove to Helena for the meeting. Dr. Payne presented a Piper film entitled "Flying the Baja."

An election of officers was held and the new officers are: James Steffeck, President; Quentin Yuhas, Vice-President; and Linda Chernisky, Secretary-Treasurer.

President Steffeck stated that he is already formulating plans for a very active summer of flying, consisting of family participation in week-end events and fly-in's. Both Steffeck and Yuhas own Beechcraft Bonanzas, and the Cherniskys own a J-4 Piper.

NOTE: Next meeting of the Helena Hangar will be a No-Host Dinner at the Montana Club on April 5th. Let's have another "fine" turnout.

1911 — Miss Harriet Quimby is first woman licensed in America; also first woman to fly across the English Channel.

FAA INSPECTORS' CORNER



By ARTHUR A. KURTH
GA Operations Inspector
GADO No. 9, Helena

How well do you know your altimeter? Do you know that it is simply an aneroid barometer designed to register atmospheric pressure on a circular dial, calibrated in terms of altitude instead of inches of mercury?

Let's take a close look at the simple yet complex instrument that can on occasion awe the most experienced pilot. It consists of a small airtight chamber from which most of the air has been removed. As the atmospheric pressure increases, this chamber is compressed; as the atmospheric pressure decreases, the chamber expands aided by a small spring. This small chamber movement is magnified mechanically and registered in terms of the altitude that would produce a corresponding change in pressure under standard conditions.

Since standard conditions rarely exist, a barometric pressure scale is incorporated in the altimeter. This scale can be changed mechanically to indicate the existing barometric pressure on a given day and hour, thereby establishing a means for all aircraft operating within a specified area to operate with reference to a common pressure plane.

The pilot is concerned primarily with the following altimeter indications:

1. **Indicated altitude**—This is the altitude indicated on the face of the instrument with the barometric pressure scale set according to the local barometric pressure setting. When so set, the altimeter should indicate the mean sea level altitude of the airport from which the barometric pressure setting was received if the aircraft is at rest on the surface of that airport. If at a cruising altitude, then the altimeter would indicate an altitude above mean sea level.

2. **Pressure altitude**—This is the altitude indicated on the face of the instrument with the barometric pressure scale set to 29.92 inches of mercury. This setting of 29.92 inches of mercury is the setting used

for "Standard Conditions at Sea Level," that is, 59° Fahrenheit or +15° Centigrade.

Assume for example, that you have obtained an altimeter setting of 29.92 inches of mercury and have set your altimeter accordingly at an airport where the altitude is 5000 feet above sea level and standard conditions prevail. Then the **indicated altitude** and **pressure altitude** would be one and the same. Under "Standard Conditions," the barometric pressure can be assumed to decrease at a predetermined rate for every 1000 feet. The altimeter is so designed to function on this assumption, and consequently a decrease of pressure is indicated as an increase in altitude. Specifically, as you take off and climb, the pressure becomes less and the altimeter indicates an increase in altitude, then when you descend the pressure increases and the altimeter indicates a decrease in altitude.

3. **Density altitude** — Air density as applied to flight is the measure of molecules of air per cubic inch which act upon the aircraft surface while in flight and result in the forces of lift, drag, etc. Therefore, density altitude is directly related to the performance criteria of an aircraft and has nothing whatsoever to do with navigation.

Remember — that the altimeter is a pressure measuring device and is accurate only when "Standard Conditions" exist.

That is — Sea level barometric pressure 29.92 inches of mercury.

Sea level free air temperature is +15° Centigrade.

Temperature decreases at a standard rate of 2° Centigrade per 1000 feet of altitude increase.

Therefore, when flying from warm air to cold air or from high pressure to low pressure, your altitude is lower than indicated unless the barometric pressure scale is adjusted to compensate for the change. The barometric pressure scale is graduated from 28.0 to 31.0 inches of mercury to allow for a wide range of variation and the pilot should keep his altimeter adjusted to the current altimeter setting to compensate for the errors induced by pressure and temperature changes. This will allow him to operate on a common sea level plane and avoid creating a hazard for himself as well as others within the navigable airspace.

FF BOARD MEETS WITH MAC OFFICIALS



Flying Farmers Board Members attending the Helena meeting were, left to right: Leonard Sorenson, Bozeman; Gordon Sands, Havre; Bob Glass, Billings; Arnold Sorenson, Kremlin; Lyle Anderson, Rudyard; Henry Wood, Gildford; and Sam Langhus, Melville.

The Board of the Montana Flying Farmers and Ranchers met in Helena on February 19 at the Airport Cafe with MAC Officials, Charles Lynch, Director and James Monger, Assistant Director. The group met for the purpose of discussing the improvement of border crossing airstrips

along the Canadian-Montana border.

Meeting with the MAC officials were: Leonard Sorenson, Bozeman; Gordon Sands, Havre; Bob Glass, Billings; Arnold Sorenson, Kremlin; Lyle Anderson, Rudyard; Henry Wood (MFF President) Gildford; and Sam Langhus, Melville.



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

STUDENT

Long, Duane E.—Billings
Myers, Bruce T.—Billings
Kavon, Anthony W.—Raymond
Wolff, Darwin D.—Culbertson
Brimmer, Garry C.—Biddle
Akland, Konrad R.—Billings
Searles, James D.—Missoula
Erickson, Joe W.—Fairfield
Olsen, Lyle A.—Bozeman
Monroe, John J.—Kevin
Hughes, Charles R.—Missoula
Weidinger, Larry J.—Missoula

PRIVATE

Trom, Myrl E.—Broadus
Fletcher, Merle T.—Ashland
Burton, Glen D.—Broadus
Dutton, Steven J.—Sand Springs
Snooks, Kenneth G.—Denton

Surber, Kenneth R.—Denton
Jennings, Vernon E.—Denton
Michel, Wayne A.—Billings
Hoflin, Eugene—Billings
Mecham, Clive R.—Billings
Mendel, William L.—Winifred
Lawson, Kenneth W.—Billings
Moore, Willard L.—Powderville
Bonnell, Raymond H.—Seeley Lake
Howard, Lee R.—Hysham
Hensley, Robert L.—Townsend
Norby, Myron D.—Fairview
Kamp, John T.—Manhattan
Yackley, Billy A.—Chester
Nuber, James R.—Bozeman
Burkhead, Alfred L.—Chester
Daniels, John P.—St. Ignatius
Beaudette, Daniel C.—Big Sandy
Andrews, Francis R.—Long Bottom, Ohio
Pomeroy, Marianne—Great Falls
Wiles, William O.—Great Falls
Rice, Dan E.—Missoula
Nickerson, Franklin H.—Baltimore, Md.

Engelbach, Robert L.—Helena
Kanning, Curtis F.—Shelby
McDuffie, Gary L.—Lewistown

COMMERCIAL

Downs, William A.—Molt

Henman, Vincent E.—Billings
Kincheloe, Gregory J.—Powell, Wyo.
Maddox, Wesley C.—Chinook

ATR

Hill, Keith H.—Billings

INSTRUMENT

Judd, Ray H.—Red Lodge
Gaunce, Martha B.—Williston, N. D.
Smith, Grant C.—Great Falls
Stradley, Roger I.—Belgrade
Case, Clinton H.—Missoula
Weir, Lloyd R.—Hungry Horse

MULTI ENGINE

Magill, Pearl J.—Glasgow
Emmett, Dorman F.—Billings
Henman, Vincent E.—Billings
Kincheloe, Gregory J.—Powell, Wyo.
Gummer, Thomas E.—Missoula

FLIGHT INSTRUCTOR

Kryzsko, Larry D.—Beach, N. D.
Kauffman, Robert E.—Billings
Elgen, Dennis P.—Culbertson
Doyle, Patrick D.—Turner

FLIGHT INSTRUCTOR INSTRUMENT

Baldwin, Richard D.—Helena
Clay, Wayne H.—Lewistown
Ehlers, Ronald D.—Dickinson, N. D.

BASIC GROUND INSTRUCTOR

Bernet, James L.—Helena

ADVANCED GROUND INSTRUCTOR

McNees, Kenneth E.—Billings
Bierwilder, David G.—Billings
Weaver, Jack W.—Billings
Riston, Michael G.—Gardiner
Liudahl, Daniel W.—Columbia Falls
Jones, William F.—Butte
Hayes, Roger T.—Helena

INSTRUMENT GROUND INSTRUCTOR

Weaver, Jack W.—Billings
Riston, Michael G.—Gardiner
Liudahl, Daniel W.—Columbia Falls
Jones, William F.—Butte
Wester, Kenneth D.—Great Falls

GOLD SEAL

McNees, Kenneth E.—Billings
Basham, Lauren D.—Helena

SPECIAL PURPOSE

Olson, John L.—Saskatoon, Sask.
McKay, Norman F.—Edmonton, Alberta
Bailey, Thomas W.—Calgary, Alberta

POWER PLANT MECHANIC

Armstrong, Newell M.—Calgary, Alberta

SENIOR PARACHUTE RIGGER

Chest & Back
Courville, Homer L.—Missoula

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Broadus — The Commercial Club at Broadus called a meeting on February 5th at which time future airport development was discussed. The MAC will assist the town by determining the ultimate development of the Broadus Airport. The Commercial Club is hopeful that the runway can be extended and paved in order to accommodate the larger aircraft traffic generated from the Bell Creek Oil Field development.

Eureka — An airport promotion meeting was held in Eureka on February 21st. The purpose of the meeting was to enlighten local citizens on the possibilities for airport improvements at the Eureka Airport. Representatives were present from the FAA and the MAC. The County Airport Board was encouraged to include the Eureka and Troy Airports in its jurisdiction.

Glendive — March 1st will be the special election day in Glendive for a \$285,000 bond issue. The proposed bond would pay for the sponsor's share of a local, State, and Federal aid project consisting of constructing a new air carrier airport for Glendive. The site proposed is on Poverty Flats northwest of the city. The present airport cannot be expanded.

Yellowstone — A planning meeting will be held in Helena on March 7th, for the purpose of discussing the future development of the Yellowstone Airport. The layout plan for the Yellowstone Airport is now in preliminary form and the possibilities will first be discussed by officials from the National Park Service, FAA, MAC, and the consulting engineer. The main discussion will pertain to the ultimate development of the airport as well as financing methods. A later meeting will be held including all tenants on the airport.

Butte — The Silver Bow County Airport Commission has received a \$7,000 emergency loan from the Montana Aeronautics Commission. This loan was used to aid the Silver Bow County Airport in the financing of the purchase of a large rotary snow plow to be used exclusively on their airport. The loan is repayable over a ten year period at 3½% interest rate. Butte agreed to accept a possible delay on a previously approved loan in order to expedite the snow plow loan. The previous loan was for the pending airport construction project.

H-Markers — Letters of application have been received from the communities of Broadus, Roundup, and Scobey for the installation of a low frequency radio homing beacon. Scobey was turned down for a State installation due to their proximity to Malta and Plentywood. The MAC would provide engineering and technical assistance to Scobey in the event they wanted to purchase the radio equipment with local funds. Preliminary engineering and site investigation are now taking place by the MAC engineers at Broadus and Roundup. Feasibility reports will be made available at a later date.

Glasgow — The Federal Aviation Administration notified the Glasgow International Airport Commission that the Federal allocation for their pending airport expansion project has been postponed for a period not to exceed six months. A similar postponement was suffered by Glasgow a year ago. The reason for the postponement has been stated as being necessary until the final disposition of the Glasgow Air Force Base has been determined. The consulting engineer had to notify all ten contractors holding plans that the bid opening had been cancelled. The bid opening was scheduled for February 6th. Glasgow was notified of the postponement on February 2nd. At this time, it is undetermined whether or not Glasgow will accept the postponement or proceed without funding from the FAA.

Libby — Bids were opened in Seattle, Washington, on February 21st for the construction of a new airport at Libby, Montana. The new airport will have a paved runway 4500 feet long; the airport will be on the East side of Highway No. 2, South of the

city approximately 7 miles at a location Kelley Flats.

The apparent low bidder of five bidders on the local, State, and Federal aid project was Brezina Construction Company of Salt Lake City with a bid of \$269,696. The Corps of Engineers is granting \$132,000, the FAA is granting \$172,000, and the MAC is loaning the local Airport Board \$32,000. The tentative cost breakdown is as follows: Construction — \$269,696; Engineering and administration — \$36,000; Contingencies — \$19,000. Total project cost — \$324,696.

HISTORICAL MONTANA AIR TRAFFIC



TAP INC.

A preliminary review of the Civil Aeronautics Board (CAB) origin and destination (O & D) statistics for all cities in Montana with commercial air service for the period of 1959 to 1966 reveals some interesting patterns.

For both interstate and intrastate, the total O & D Traffic increased from approximately 220,000 in 1959 to approximately 420,000 in 1966. This is almost a doubling for the seven year period. Furthermore, interstate traffic more than doubled for this time period while intrastate traffic increased by about 50 percent. Also, the contribution of intrastate traffic to the total has continued to decrease over time. In 1959 total intrastate traffic was approximately 23 percent of all traffic while in 1966 it was only 17 percent. Nevertheless, Montanans are remarkably airborne. On a per capita basis in 1966, approximately 18 percent of the people flew. Of course, many flew more than once while others did not fly at all.

When one divides continental United States into 10 regions, the interrelationship between these regions and Montana, and the relative importance of these regions to Montana and vice-versa, as measured by traffic flows can be observed. The table below summarizes the traffic flows.

It can be seen that the interplay between Montana and Regions 1, 6

TOTAL O & D STATISTICS FOR ALL MONTANA CITIES BY REGION **1959 - 1966 (BY YEAR)***

	1959	1960	1961	1962	1963	1964	1965	1966	Growth 1959/66
Region 1	31,210	28,340	35,200	33,410	44,010	50,740	59,900	70,070	124.5%
Region 2	19,080	19,170	15,610	20,770	24,890	24,240	33,260	36,870	93.2%
Region 3	10,340	9,600	9,540	11,310	12,600	15,210	21,160	22,480	117.4%
Region 4	2,460	2,330	1,870	2,690	2,420	4,610	5,400	7,290	196.3%
Region 5	10,480	11,360	9,590	11,700	12,790	16,080	19,720	20,260	93.3%
Region 6	40,890	43,820	36,840	49,760	49,490	54,500	68,710	75,190	83.9%
Region 7	14,560	15,430	17,710	16,510	23,150	27,370	30,490	36,130	148.1%
Region 8	14,610	13,150	13,080	12,950	16,510	16,680	18,640	20,210	38.3%
Region 9	3,740	2,960	3,420	4,220	3,860	5,290	7,700	8,380	124.1%
Region 10	23,520	23,020	24,590	22,890	34,190	42,130	54,840	60,780	158.4%
TOTAL INTERSTATE	170,890	169,180	167,450	186,210	223,910	256,850	319,820	357,660	109.3%
TOTAL INTRASTATE	50,380	50,400	40,680	43,070	55,970	61,970	61,200	75,300	49.5%
GRAND TOTAL	221,270	219,580	208,130	229,280	279,880	318,820	381,020	432,960	95.7%

Source: Civil Aeronautics Board—O & D Statistics. Sample expanded by factor of 10.

Region 1	Region 2	Region 3	Region 4	Region 5	Region 6	Region 7	Region 8	Region 9	Region 10
Arkansas	Iowa	Kentucky	Alabama	Connecticut	Oregon	Arizona	Idaho	Delaware	California
Colorado	Minnesota	Illinois	Florida	Maine	Washington	Nevada	Wyoming	Maryland	
Kansas	N. Dakota	Indiana	Georgia	Massachusetts		Utah		Virginia	
Louisiana	S. Dakota	Michigan	Mississippi	New Hampshire				Washington, D.C.	
Missouri	Wisconsin	Ohio	N. Carolina	New Jersey				West Virginia	
Nebraska			Tennessee	New York					
New Mexico				Pennsylvania					
Oklahoma				Rhode Island					
Texas				Vermont					

and California, which is Region 10, historically continues to generate approximately 60 percent of the O & D Traffic. For the period 1959 to 1966 the growth rate in O & D Traffic between Montana and California was 158 percent, between Montana and Region 1, 124 percent, and between Montana and Region 6, 84 percent. This tends to illustrate clearly that the relationship between California (Region 10) and Montana is an important one, not only in terms of gross traffic flows but especially in terms of rate of growth of traffic flows. Of course one can identify greater rates of growth between Montana and other Regions, but the total O & D Traffic is of lesser importance; in some instances of considerably lesser importance. For example, O & D Traffic between Montana and Region 4 increased by approximately 196 percent in the period 1959 to 1966 but its contribution to total O & D Traffic is about two percent.

As one might have expected, Montana tends to be western oriented as measured by O & D Traffic. This undoubtedly is a function of geography and the availability of commercial air service between Montana and Western, and Southwestern regions of the United States.

Compiled by
 Research Staff — TAP Inc.
 Lloyd C. Rixe and
 Wm. J. Ewasiuk

RON ROGNLIE RETIRES FROM FAA

Verdi B. "Ron" Rognlie retired from the FAA Flight Service Station in Missoula after 27 years of active service with the Federal Government. Ron entered duty in 1940 at Ontario, Oregon and was later stationed at Ellensburg, Ephrata, Stevenson and Seattle, Washington. In 1945 he transferred to Mullan Pass for a four year period.



V. B. "Ron" Rognlie.

Ron assisted in commissioning the Kalispell Flight Service Station in April of 1949. He transferred back to Mullan Pass when Kalispell was decommissioned in 1953 and remained another four years. Ron joined the staff at Missoula in 1957 and has

served the aviation public from that post for the past 10 years.

Personnel of the Federal Aviation Administration, ESSA-Weather Bureau, and various individuals feted Ron at a Retirement Dinner on January 25 in Missoula. Over 60 persons attended to honor Ron Rognlie and send him with their "best" as he moves to Kalispell to enjoy his cherry orchard, his Ham-Radio and his interest in photography.

MAC extends our appreciation for Ron's years of cooperation and wish him many happy years of retirement.

STATISTICS

Will your **first** accident be your
last day alive?

61/37
65/22
78/18
69/18
6/0

ACCIDENT TOTAL FATALITIES

1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 To-Date	6	0

1920 — First warrant in U. S. for reckless aerial driving is issued in Los Angeles.

MPA CONVENTION PRE-REGISTRATION

DATE:
MAY 3, 4 & 5.

CONVENTION FEE
\$25 - Couple
\$15 - Single

NUMBER OF PERSONS

NAME.....TOWN.....

REGISTRATION FEE ENCLOSED: TOTAL.....(\$25. Couple) PARTIAL.....(\$10-couple)
(\$15. Single) (\$ 5-single)

If you wish accommodation reservations made for you please complete the following.

ACCOMMODATIONS REQUIRED: Single..... Double..... No.....

LOCATION PREFERENCE (If available).....

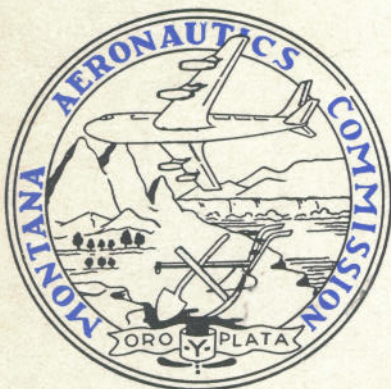
MEMBER

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PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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